

INTIMATION.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WE BEG TO NOTIFY THE ARRIVAL

OF OUR NEW SEASON'S

CONFECTIONERY

COMPRISING SELECTIONS OF THE

PUREST AND BEST DESCRIPTION,

FROM THE SIMPLEST QUALITY TO

THAT OF THE FINEST AND MOST

RECHERCHE CHARACTER. IM-

PORTED FROM THE LEADING

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

QUEEN'S ROAD CENTRAL.

DEATH.

On the 16th October, at 4.30 p.m., at No. 1,
Omaha Villas, Kowloon, ALEXANDER GRENDS
Aitken, aged 65 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 17th October, 1901.

The iteration of the remark that Hongkong is not as other colonies are is perhaps likely to become wearisome, but the fact nevertheless remains that we live in a city which is unique in many disagreeable ways. We have had occasion several times to remark on the disagreeable state of the road along the harbour front, from Blake Pier westward. Unfinished, unsurfaced, and used as a temporary dumping-ground for rubbish of the most miscellaneous character, it has for long been a curious spectacle for visitors to this growing Colony and a source of disgust to residents. During the height of the recent plague epidemic complaints were many and strong about the constant depositing of general refuse at the side of the so-called road in squalid heaps, among which the most miserable class of natives were wont to search for trifles which might be of use to them. Little or no notice was taken of the well-justified complaints even during the dangerous season. Now affairs are infinitely worse. It is a habit for boats with all kinds of objectionable rubbish on board, scavenged from native houses, to judge from a veranuco, to anchor at night in the neighbourhood of the Douglas Pier. The mere presence of these ill-smelling boats, no better than water dust-carts, has in itself, as may be imagined, a most polluting effect on the air. There are a number of Europeans dwelling in the vicinity, whose homes are thus rendered disagreeable, if not actually dangerous to health—though we should imagine that the latter danger is very probable. But this is not all. Large heaps are now constantly deposited on the roadside, near the Harbour, and lie there all day long. Whether these accumulations are deposited by the boats or brought down at night from the City we are unable to discover; of their presence there can be no doubt. Anyone walking yesterday down Connaught Road westward from Blake Pier might soon have satisfied his eyes—and nose—of this. A few yards beyond Blake Pier itself was a heap, or rather a series of small heaps, of

decaying flowers and vegetables, old coolies' hats, wickerwork fragments, tins, broken bottles, and filth of all kinds. Then beyond the Douglas Pier was a far larger heap, which was close on twenty yards long, of similar garbage and general refuse. Among these wretched looking objects, adults and children were hunting, picking up such of the unpleasant collection as struck their exceedingly economical fancies. The air, as may be imagined, was unbearable in the neighbourhood, the most pleasing suggestion being that of a nose too fresh onion somewhere in the heap. The scene was simply disgusting. We are informed that the Police state they have no power in the matter. May we ask whether the Sanitary Board is equally powerless? If it is not, how is it that the nuisance has continued so long unabated? Have the Sanitary Inspectors never the opportunity nor the inclination to go further west than Blake Pier? If they merely tolerate the abuse of decency which we have described, then they are neglecting one of their elementary duties. The existing state of affairs would not be a credit to a Chinese village. In an English Colony it is a scandalous outrage against the residents. It would be advisable for the Sanitary authorities to see that an end is put to it before the commission of experts reaches Hongkong. It is well not to let them receive too unfavourable an impression when they land.

We received an intimation yesterday night that at 7.30 p.m. the typhoon seemed to have left the neighbourhood, travelling to the westward, heading to the south of Hainan.

The boxing match between Bentley and Phillips is likely to come off at the Theatre Royal next month, and a fine contest is looked forward to by local amateurs. The number of rounds, we believe, is likely to be fixed at 20.

The Korean Customs have engaged three Japanese graduates of the High Commercial School to serve in the capacity of clerks. This idea is said to have originated with Mr. McLeary Brown, but it is thought probable that Mr. Gubins had much to say to it.

The German Mail steamer *Hamburg*, on which Sir J. W. and Miss Carrington are homeward-bound, was unable to leave the harbour at her stated time yesterday, owing to the threatening aspect of the weather, we were informed, the captain considering it unsafe to venture out until the weather clears somewhat.

The P. and O. steamer *Shanghai* arrived at Plymouth on the 15th ult. with over a hundred men of the Royal Marines, who have been relieved after two years' service at Weihaiwei. The men took part in the fighting in China, a number of them being members of the besieged Legation guard, while the others were in the relief expeditions. Sixty-three of the men landed at Plymouth, the remainder proceeding to London.

We have received from Mr. Mee Cheung two excellent photographs of the Volunteer Parade on Saturday, the 12th inst., at which Lieut. Col. Sir J. W. Carrington, C.M.G., took part. One represents H. E. the Governor, Major-General Sir W. Gaseigne, and Sir John Carrington standing in front of the corps, and the other the whole of the corps drawn up across the Parade Ground. The photographs are most interesting mementoes of the occasion.

The *Japan Mail* says:—"The British and other European as well as the American residents of Hongkong have subscribed a sum of thirty thousand dollars towards a memorial to her late Majesty Queen Victoria, and the Chinese community have contributed thirty-five thousand dollars for the same purpose. The monument ought to be something very handsome." Our contemporary perhaps does not appreciate the fact that the monument in question will be in London.

As already announced, Professor Davis will give to-night at the Theatre Royal, City Hall, the first exhibition of his interesting entertainments "Fantasques," a similar exhibition to that with which he has just made such a hit in Manila. The Professor will introduce to-night a number of the latest and most amusing experiments in "latter-day magic," which he has acquired during a tour lately on the Continent of Europe and in Great Britain. The programme promised as comprising magical illusions, ventriloquism, anti-spiritualistic feats, music, and the new Parisian sensation "How Modern Ghosts are raised." Mr. Davis will be assisted by an efficient staff, and Mr. Cullen will sing some ballads during the latter part of the programme.

A telegram received in Tokyo says that Russia has asked China for permission to build a railway from a point on her present Trans-Asian line to Maimaitin on the Mongolian frontier. Russia's railway activity in Asia is very striking, comments the *Japan Mail*, especially when one comes to consider the prevalence of the money. She seems to be constantly obliged to have recourse to the French exchequer for the purposes of her home finances, yet she spends immense sums abroad on railways which are not likely to give any adequate return for many years to come. Her energy is certainly very admirable. The man at the front in her case never remains idle for a moment. Every agent, military or diplomatic, that she has abroad, seems to devote his untiring energies to the one business of extending her empire.

The British cruiser *H. d'Amoy* arrived in the harbour yesterday from Yokohama and the U.S. monitor *Monadnock* left for Canton.

The match between Messrs. Reid and Green on the 17th inst. for the tennis championship of the Singapore Cricket Club ended in a score of 6-0, 2-6, 6-3, in favour of Green.

Judge Kincaid, of the Court of First Instance at Manila, is said to be already disgusted with the affairs there as they exist, and has tendered his resignation, intending to return to his own private business and his native state of Texas.

The Chinese in the town of Bandon, in Siam, had a rather exciting fight one night about a month ago. The police got badly mauled about, but when the Governor turned up with armed men the rioters disappeared. One man lost a leg, another an eye, and the list of minor injuries was a very long one. Next day the leading Chinese farmer in the town sent the Governor some valuable presents, but they were returned with the intimation that the Siam Government paid the Governor's salary, and that he did not require to have it supplemented by presents.

One of the busiest men in South Africa, says the *Daily Mail*, is no doubt the press censor at Johannesburg. And yet even he has his leisure moments. Quite recently a young Colonial lady came to England on a transport, and from Las Palmas she wrote to her sister at Johannesburg, giving an account of the voyage. The letter was written in a hurry, and contained a few slips in spelling and grammar. Before it was delivered it passed through the censor's hands, and when it reached the addressee it was carefully corrected all through with the blue pencil of the censor school-master.

There is a good deal of sickness in the town just now, writes the *Strait Times*. We learn that there have been three sporadic cases of cholera in town since Saturday last, in two of which the probable cause was the consumption of ice-cream bought from itinerant hawkers on the street. As these hawkers supply the mid-day meal for a large number of clerks and others employed in offices, it might be well to sound a note of warning. Dr. Middleton, the Municipal Health Officer, advises such people to abstain from the consumption of ices, fresh uncooked vegetables, cakes and other similar articles (which though cooked may have been stored overnight in the unsavoury dens where these hawkers live), and sweet drinks. Aerated waters and articles freshly cooked should only be consumed at present by those who patronise these hawkers. Two Eurasians have died of cholera in Queen Street.

Some discussion has arisen in the Philippines regarding the claim by Prince Andre Poniatowski, a French subject, to Palawan Island, the furthest south of the Philippine group. In 1800, Mr. J. A. Lewandowski and a syndicate of capitalists secured a concession for fifty years, from Sultan Isidji Mohamed Jamal Kiran, Raigning Sultan of the Sulu Archipelago and its dependencies. This concession was signed by the Sultan and all his Dattos. It granted to Prince Poniatowski the right to introduce any improvements or developments which he desired, and generally to exploit the island. The papers conferring this concession were duly forwarded to the United States Secretary of War, and by him referred to Governor Taft, who placed the matter in the hands of the Attorney-General for investigation, where it now lies. After the opinion of the Attorney-General has been announced to the Governor, the matter will be referred back to Washington for final adjudication. Should the validity of the concession be admitted by the U.S. Government, it is intended systematically to exploit the island. The subscribers for this scheme are said to have \$10,000,000 ready to invest at a day's notice and they are all, with the exception of the Prince, Americans. Should the validity of the concession be denied, then the corollary follows that the Sultan of Sulu is not autocratic, but holds his sovereignty under the United States, and cannot act independently. It is said that the Sultan is inclined to resent any attempt at interference, and the result of denying him the right to make the concession might possibly end in war.

An instance of the manner in which the Boer leaders misled the rank and file of the burghers is afforded by an intercepted despatch last month from Commandant Liebenburg to Commandant Delarey informing the latter of the departure of the British mobile columns from the neighbourhood which, he adds, supports reports received of a defeat of the English with great slaughter on the other side of Pretoria and the capture of the entire British camp, with cannon. "Boer comrades," he continues, "are causing great destruction and desolation in Natal, where they are, in fact, playing the English game; the Swazis and Basutos have risen against the English on account of the seizure of their cattle; and English and French have come to blows, and the latter is blockading the Channel. Botha has issued a counter-proclamation, warning the Boers in English camps who have not been guilty of treason to re-join before the 15th inst. on pain of death, and Lord Kitchener has been notified that there will be no protection in future for British property or subjects. The favourable reports from Cape Colony show that the thunder of the judgment of God is gathering above the enemy. Ruin is staring mightily England in the face. She is realising that the destinies of the Transvaal and Orange Free State are in the hands of God and not in hers. An Irishman has sent word that the burghers should keep up their firearms as God's deliverance is approaching. Mr. Chamberlain must compensate for all damage. Fifty-five trains with troops have left for Natal. Russia is bombarding all the Cape harbours, and the Powers have intervened to stop the war."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

LONDON, 15th October, 7.25 p.m.

RUSSO-CHINESE TRADE.

Russia's trade with China via Kinkhita during the first four months of 1901 amounts to 850,000 roubles as against 6,800,000 in the corresponding period of 1900.

RECTIFYING THE MACAO BOUNDARY.

Sombar Branco, formerly Portuguese Minister of the Interior, is proceeding to Peking to arrange concerning the delimitation of the Macao frontier.

AFGHANISTAN.

Great Britain has acknowledged Habibullah as Amir of Afghanistan.

THE MARKETS.

Cotton is slightly easier. Copper is lower.

REUTER'S SERVICE.

LONDON, 14th October.

SOUTH AFRICA—THE OPERATIONS AGAINST BOTHA.

The Westralians have captured seven of Commandant Botha's waggon.

Botha's force, which is now split up into small groups, is gradually being hemmed in, and must either dash through the British lines, recross the Bavia River, or enter Swaziland. The latter course is dangerous owing to the hostility of the natives.

LONDON, 14th October.

GREAT BRITAIN AND TURKEY IN THE PERSIAN GULF.

The *Daily Telegraph* states that Great Britain has informed the Porte that she has no intention of occupying Kuwait, but that she will not allow the cession of the port to any other Power.

CRICKET.

The Hon. Sec. of the Hongkong Cricket Club informs us that the following have been selected by the Shanghai Cricket Club to represent Shanghai in the forthcoming Inter-port Matches:—

F. W. Potter, K. J. McEuen, A. E. Lanning, V. H. Lanning, W. H. C. Weippert, W. K. Stanion, Captain Rose, Captain Price, J. Mann, W. J. Turnbull, and E. C. Farbridge (Captain).

N. B. Ramsay and E. White will represent Shanghai at tennis.

The Shanghai team will leave by the *s.s. Coptic* on the 9th November and are due here on the 11th November.

The names of the Straits Team have not yet been received, but the Eleven will leave Singapore on the 3rd November and are due here on or about the 8th November.

A cricket match has been arranged for to-day, starting at 11 a.m., between Captain Waymouth's team v. a Naval Team. The following will play for Captain Waymouth:—

Major Dyson, A.P.D.; Major Dorehill, R.A.; Captain Cadogan, R.W.F.; Captain Redthorn, R.W.F.; Captain Chapman, R.A.; Lt. Burke, 2nd Bombay Infantry; Lt. Krickesbeck, 22nd Bombay Infantry; Lt. Bird, Rajputs; Lt. Cowie, R.A.; C. M. G. Burnie, K. W. Mounsey, A. Macdonald, J. Hooper, W. E. Dixon, Private Preedy, R.W.F.; and Capt Waymouth, R.A. (Captain).

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

A QUERY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 16th October.

SIR,—Kindly permit me space in your columns to ask why it is that Hongkong coolies are allowed to carry baskets, water-pipes, and many other kinds of bulky loads on the pavements of the street, especially Queen's Road, to the manifest inconvenience of pedestrians? Your correspondent the other day saw eight coolie-women carrying baskets slung on poles, which, judging from appearance, previously contained cement and lime, walking along the pavement of Queen's Road Central near the Clock Tower, dangling these baskets against passing pedestrians, and selling their clothes, one a lady's white dress. In every other city of the Orient coolies carrying burdens are not allowed on the sidewalks but must walk on the inner side of the road way. If there is no Ordinance in this Colony to empower the police to put a stop to this nuisance, there ought to be. If there is, why is it not carried out? Yours, etc.,

AN ENQUIRER.

CONCERT AT KOWLOON.

That charity never appeals in vain in this community, when once it has been demonstrated that the object of that charity is a worthy and *bona-fide* one, has yet again been exemplified in the gratifying success of the concert in aid of the Hongkong Missions to Seamen which was given yesterday evening in the bungalow of the Hon. C. P. Chater, C.M.G., by St. John's Cathedral Choir. Perhaps of all tasks that of organising a charity concert is the most thankless, for if the promoters from any cause are unable to get together a first-rate programme, which, in addition, must go off without the slightest suggestion of uncertainty or hesitancy, the audience is sure to be critical. People forget often the hard work that has to be performed to make even a moderate success of such a function, and do not realise, it may be, that the result, if discouraging, is just as disappointing—nay, more so—to those responsible for the entertainment. These reflections, however, must not be taken as applying to last night's concert by the Cathedral Choir, for its success was undoubted. It could not well have been otherwise, however, for the Rev. J. H. France, M.A., the hard-working Chaplain to the Missions, found ready co-operation and assistance awaiting him on all sides. Just by way of showing what a great amount of "begging"—generous, whole-hearted begging—has to be done in connection with a concert of this kind, it may be stated that the Rev. J. H. France and Mr. A. Cunningham, who were responsible for the arrangements, obtained from the City Hall and from Mr. Ah Ling a sufficient supply of chairs to seat the audience, free; for the same price Messrs. Watson's, Limited, supplied the temperance drinks which were retailed on the grounds; the Egyptian cigarettes and several bundles of fans came from Messrs. H. Price & Company, also free; and Mr. Ah Ling, who had already contributed his share in the way of seats, further increased the indebtedness to him by lending the crockery for the dispensation of the coffee. The Robinson Piano Company lent the piano and the Hon. C. P. Chater the hall, the *Hongkong Daily Press* supplied the programmes gratis, and each of Hongkong's three papers advertised the concert on similar terms. The list is brought to a close by the mentioning of the fact that the "handy man" was not to be outside in the performance of a good deal, and as he had no money to spare he came along, to the number of quite a dozen, and looked after the lifting of the tickets, and so on.

The concert programme was an attractive collection of vocal and instrumental items. The arranging of the part songs had been left in the capable hands of Mr. Alec Marsh, who is making his farewell appearance in Hongkong; he leaves shortly for Canton, and after giving an entertainment there will proceed to Shanghai. The opening piece was a part song, "The Sea King," in which eight voices took part. This went off with an excellent swing, and was very well received. A pianoforte trio was the next item, the performers being the Misses King, Leykam, and Chanyut. The applause which greeted the conclusion of the piece marked the audience's appreciation of the undoubted musical abilities of these young ladies. Mr. Alec Marsh next appeared, and was applauded on taking his place on the platform. Mr. Marsh, who sang "Hybris, the Cretan," is so well known in the world of music to make comment unnecessary. Suffice to say that he was never in better voice. In addition to being a clever pianist, Miss Chanyut showed herself to be the possessor of a soprano voice of good quality, and delighted her listeners with her rendering of that pretty song "Ashore." Mr. W. J. Terrill made a favourable appearance in "The Charge"; and in her song, "Come to Me," Miss Leykam was also heard to advantage. "Out on the Deep" received a capital interpretation from Mr. C. H. P. Hay. The interval came after a second turn by Mr. Marsh, whose singing of "A Japanese Loro Song" was rewarded with applause as unstinted as it was deserved. As an encore he sang "Long Ago in Alcala."

Tradition has given to the trombone a reputation not enviable amongst musical instruments, but the performance which marked the opening of the second part of the programme, proved that much-maligned instrument to be capable of great possibilities in the hands of a master. That this title belongs to Band-Sergeant Hunt and Bandsman Thompson, Hughes and Green, the trombone quartette, was shown by their performance, which was loudly applauded; the blending of tone being first-rate. Mr. A. Cunningham's baritone voice was heard advantageously in Sullivan's "Thou'rt Passing Hence"—a song difficult of interpretation. The tit-bit of the evening, was provided in the duet by Mrs. Yeats and Mr. Alec Marsh. Mrs. Yeats has a nice soprano voice of good tone and compass, and sings artistically, although not with the same volume as Mrs. Lawson, who was originally intended to take the part in the duet. The applause that greeted it was sufficient comment on the entire success of the duet. A quartette, "Sweet and Low," was the next item, and an excellent one, too. Mr. Marsh followed with a new song—one of his latest—"Song of the Tinker," for which he was encored. A clever cello solo by Mr. J. H. Moir, and a tastefully-given song by Mr. P. W. Goldring, who has a pleasant-toned voice, brought the audience to the last item on the programme—a part song, which was given by the voices, with great success. "God Save the King" afterwards marked the close of what undoubtedly was a most successful entertainment.

The accompanists were Misses King and Leykam, Messrs. Marshall and G. G. G. G., and all performed their functions with capability.

A NEW LIFE-SAVING APPARATUS.

Capt. Doenvig, owner of the Norwegian steamer *Bygge*, a ship well known in this port, has invented a new life-saving "globe" with which he hopes to compete for the Pollock Prize of 100,000 francs, which is to be awarded this year. Capt. Doenvig's apparatus is, according to the statements of professional men, far above all other inventions for the saving of the shipwrecked.

Capt. Doenvig is in his 42nd year of age. From 1874 to 1900 he sailed in Indian, Australian and American waters, in 1883 rising to the position of a captain. He got the idea of inventing a life-saving apparatus after suffering shipwreck with the Norwegian vessel *Dictator*, on the coast of Virginia, where he lost his wife and his four-year-old son. There were some large square iron tanks, which were thrown on shore, that gave him the first idea of his apparatus. This life-saving globe has the form of a round buoy which floats easily on the surface of the water. It has a diameter of 8 feet and can carry 12 to 15 persons; but the globe can be constructed larger if required. It has double bottom and sides in the lower part. There is room for fresh water, provisions, rockets, etc. The round form of the globe makes only little resistance against the sea, and the water in the bottom keeps it upright both on land and at sea. If the globe should be stranded it would by the flat shape of the bottom mostly stand upright. On the top the globe is furnished with a strong 4 feet-long telescopic pipe with different fittings for ventilation. The globe has also a sail which can be fastened to the airpipe, by which the buoy (which also has a centre-board) can sail in smooth seas. Through three manholes on the upper part of the buoy the shipwrecked can enter the interior. These manholes are fitted with packing and can be closed airtight. The light comes through a couple of skylights also in the upper part of the buoy. In the interior there are an air-pump, an exhaustor and a water-closet. There are also placed some floating poles, which are used to keep the shipwrecked persons in the bottom of the buoy; they can also be used as oars in calm weather. On the outside, round the middle of the buoy, there is a cork fender for protection which also increases the stability and bearing capacity. The upper part is also protected by strong wooden arms. To the outside fittings there are also a rudder and an anchor, the latter resting on the cork fender and connected with 400 fathoms of strong wire rope, which can be pulled up on a drum. By help of this anchor one can anchor on a rocky coast during a storm, if it is impossible to land. The apparatus stands on rollers, so that it can easily be put overboard, and through its great bearing capacity it will not be drawn to the bottom when the ship sinks. The buoy gives in the open sea a safe refuge for passengers and crew. On board it does not occupy so large a space as a life-boat which can carry the same number of men. With equipment and 8 feet in diameter the buoy will cost about 2,000 kroners. Capt. Doenvig has taken out a patent on his invention in most of the European countries and in America. Some time ago Capt. Doenvig had a small life-boat model of his apparatus at the Paris Exhibition, for which he was rewarded with the Bronze Medal. With the new model he intends to compete for the Pollock Prize and goes on this occasion to Havre, where the jury, consisting of delegates from most of the civilized countries, will assemble.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-day, Thursday, 17th October, at 3 p.m.

1. Financial Minute. (No. 62.)
2. Report of the Finance Committee. (No. 11.)

ORDERS OF THE DAY.
1. Second reading of a Bill entitled An Ordinance for promoting the Revision of the Statute Law by repealing enactments which have become unnecessary and by making Amendments in various Ordinances.

2. Second reading of a Bill entitled An Ordinance for further amend the Law relating to Buildings.

3. Committee on the Bill entitled An Ordinance to amend The Merchant Shipping Consolidation Ordinance, 1880 (Ordinance 36 of 1899).

4. Third reading of the Bill entitled An Ordinance to apply a sum not exceeding Three million seven hundred and thirty-nine thousand three hundred and twelve dollars and twenty-six cents to the Public Service of the year 1902.

5. Third reading of the Bill entitled An Ordinance to amend An Ordinance for the better securing the Peace and Quiet of the Inhabitants of the Town of Victoria and its vicinity during the night time (No. 17 of 1844).

C. CLERMONT,
Acting Clerk of Councils.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 17th October, at 4.15 p.m.

ORDERS OF THE DAY.

1. Return of the number and the results of the examinations made under The Sale of Food and Drugs Ordinance, 1896, for the quarter ended September 30th, 1901.

2. Copy of a Quarantine Regulation issued by the Acting Consul-General, Bangkok.

3. Letter from the Consul-General, Bangkok, relative to Plague at Tong Kah.

4. Statement of Plague cases and deaths in Bombay City from the 3rd to 10th September, 1901.

5. Telegram reporting two fatal cases of Plague at Sumi Port.

6. Further reports regarding the outbreak of Bubonic Plague in Cape Colony.

7. Mortality Returns from Macao for the weeks ended September 29th and October 6th, 1901.

8. Mortality Statistics for this Colony for the weeks ended September 26th and October 6th, 1901.

G. A. WOODCOCK,
Secretary.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aca-
demic, Dealers in "Photographic"
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Bathman's Kodak Films and Accessories.
17, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Buildings, Queen's Road. Also
at Shanghai, Manila, Paris and Hanoi.

PHOTOGRAPHERS

A. FONG.
The largest and most complete Studio in
Hongkong. Established 1859. View-
enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 24, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 144, Des Voeux Road.

MORE & SEIMUND.
3 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers. Sole Agents
for Shipowners' Commission ("Grey
hound Brand") and Blundell
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Civil, 16, Queen's Road,
Opposite Kahn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos".
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DEOZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [50]

KWONG FUNG YUEN,
TIMBER MERCHANTS.
No. 52, Des Voeux Road West, Hongkong.
Have always on hand a Large Stock of
the following Timber:
AMERICAN PINE and FIR, BANGKOK
TEAKWOOD, HARDWOOD, &c., &c.
(in Logs and Planks).
An inspection is respectfully solicited.
Hongkong, 5th September, 1901. [262]

CARBOLINUM-AVENARIUS
USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

Sole Agents for China,
LUTGENS, EISMANN & CO.,
Hongkong, 31st August, 1897. [3]

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG
A B Code, 4th Edition.
A I Code.

Libber's Standard Code.
TELEPHONE, 282.
Hongkong, 21st June, 1901. [1554]

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.

No. 37, CAHILL ROAD, HONGKONG.
Will be glad to send STAMPS on approval
of any address on receipt of satisfactory refer-
ences.
Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1986]

[ALL RIGHTS RESERVED.]

SPORT AND ANECDOTE.

BY AN OLD FOOTY.

A CENTRE FORWARD'S LES BROKEN.

It was with unfeigned sorrow one read of the
unfortunate accident which happened on the
first Saturday of the football campaign to W.
Toman, who was at the time playing centre
forward for Everton against Wolverhampton
Wanderers. The game was scarce ten minutes
old when Toman was injured during a rush for
the Wanderers' goal, with the result that he
had to be carried away to the dressing-room,
where it was discovered that he had sustained
a compound fracture of the right leg. Without
delay he was removed to the Stanley Hospital
which is about equi-distant from both the
Everton and Liverpool enclosures. For a
football professional to sustain such a serious
accident as this on the threshold of a campaign,
and for a club to be so severely handicapped
when the directorate believe that they have ob-
tained a fine line of forwards, must be distressing
to both alike. I draw special attention to this
misadventure with the intention of pointing out
the great dangers of football, for such timely
charges can be vaunted up any day by people
who have never played and who do not under-
stand football. As I observed early in the year
when Norris, of Nottingham Forest, broke his
leg in the English Cup tie with Aston Villa, I
remembered Charles Bramley meeting a similar
fate against the same club two or three years
previously. I can recall others breaking their
legs at the game from the days of Beiger, the
Preston North End centre; but in League
matches in connection with the First Division
there have been very few accidents. It is a
difficulty to tax one's memory back to 1888, and
feel confident; but I will say this much that
the only other case I can recall of a broken leg
in a game under the auspices of the First
Division of the League, is when George Toone,
the Nottingham goalkeeper, did so against Sunder-
land on their old ground. I am not sure
whether Joyce and Bogan of the Bolton
Wanderers were engaged in First League bat-
tles when they sustained their legs; but this I
am prepared to affirm, that no form of sport,
outlasting as much exertion and excitement, and
played by so many, has been so free from calami-
ties as First League football. This is a ver-
y great tribute to the framers of the rules of the
game in the first place, a self-evident testimonial
to the ability and firmness of the referees, and
last, but by no means least, strong evidence
that the players themselves, although of course,
liable to err, are far from the ruffians so often
portrayed by the prejudiced public. W. Toman,
who can play either inside right or centre for-
ward, is a native of Bishop Auckland, in
Durham, being born there in 1875. A dark-
haired, hardy-looking and intelligent young
man, he stands 5ft. 10in., and scales 11st.
10lbs. After learning the game with the
Aberdeen Strikers, and gaining experience
with Dundee and other northern teams,
he joined Burnley. There he made such a
reputation that he was eventually snapped up
by Everton. But like John Cameron, when he
was at Everton he did not realise expectations,
and also like Cameron he sailed away from the
Murray for the South of England. But after
a season with Southampton, he was glad to
rejoin Everton. Of course a good centre, we
dare scarcely breathe of a great centre, is a
rarity nowadays. The position is so exacting,
for a player requires more than the average
share of courage, smartness of decision, and
rapidity of action. He must always be what
Bret Hartie would describe as perfectly "knee,
cool, and collected," and have a capacity for
receiving hard knocks only equalled by a block
of seasoned beef. Now it is not every day that
a club discovers a man of this character.
Toman was to be the long-looked-for centre
forward; poor fellow! Everton, I believe, have
three other centre forwards, the pivot round
which teams revolve, and these include Prosser,
the old Blackburn Rover who has been at
Goodison Park for three years, and A. Young,
a well-made young Scotchman of 21, who has
been in the ranks of Paisley St. Mirren and
Falkirk. It is to be hoped that Toman's leg
will make a perfect limb again, and that he will
suffer no loss of nerve, as he is still a young
player.

FOOTBALL FORM.

Twelve months ago Everton defeated Wolver-
hampton Wanderers by 5-1, but last Saturday
with four forwards they prevailed by 6-1, that
sturdy-bantam left-winger, the one and only
James Settle, Esq., scoring three goals, and
the hard-working unpretentious J. D. Taylor,
who is now 28 years old, helping himself to
three others. This strikes me as rather a curi-
osity, although at Wolverhampton perhaps they
called it a "thorough licking for two lads."
By the way, the neighbours of Everton—it is
only a pleasant quarter of an hour's walk
across Stanley Park from one ground to another
—I mean Liverpool, had quite another experi-
ence at Stoke, for the champions of last season
were defeated in their second match—for Eggle-
ston shot a goal, whereas the Anfielders had
to go empty away. That goal means two valu-
able points to Stoke. Again at Bury the ex-
champions, Aston Villa, who were playing an
entirely new left wing in Clarke and Dache and
two fresh half-backs in Wood and Miller,
rather surprised the East Lancashire team by
making an honourable draw. No goals were
registered, whereas for several seasons past
Bury have triumphantly marked up two points
for this home fixture. As for the other matches
in connection with the First Division of the
League they resulted just the same as last
year, so far as the distribution of points
goes, although there might have been the
difference of an odd goal here and there.
Small Heath have commenced capitally, for
by drawing with Liverpool and beating the
Bolton Wanderers, have made an excellent
start, and this puttieth hope in their hearts and
strength in their limbs. To me it was a sad

spectacle to see such honoured clubs battering
away at each other in the Second Division,
and above all poor old Preston North End
beaten by West Bromwich Albion by 3-1. I
really have a soft place in my affections for
both of them, and whichever had lost was en-
titled to my sorrow. But what shall I say of
another of our old favourites, Queen's Park.
Simply crushed with amateurism, of which they
are justifiably proud, the "Queen's" refused
to countenance any League. However, in
1899-1900, the "Spiders," as we used to describe
them, were induced to enter the Inter-City
League, comprising four clubs from Glasgow
and two from Edinburgh. But old Queen's
were lost, and in ten games only won five points,
reckoning on the ordinary method. Last season
(1900-01) in this same Inter-City League
they only gained one victory and three points.
In the Scottish League they were No. 8 in
twelve clubs and made but 17 points in 20
matches. Evidently League football is too great a
strain for amateur footballers. For instance,
last Saturday the Queen's had to encounter the
Edinburgh Hibernians, and the "Hibs" won
by no fewer than 8-1. Shades of the great
departed, what a thrashing! What do Watly
Arnott, Charles Campbell, Johnnie Kay, Tom
Robertson, and Dr. John Smith think of this
state of things. Eh, mon it's just fearful that
the name of a grand old club should be drab-
bled with mud-stains like this. Fancy a club
which has gained every possible honour, which
never had a goal notched against the defence
for the first seven years of its existence, and
whose team has on occasion been strong enough
for Scotland, actually losing by 8-1 to the
Edinburgh Irishmen, who are by no means the
most powerful club in Scotland. So far as I
can see at present that honour belongs to the
Glasgow Celtic—their brethren of the West
who organised themselves directly the "Hibs"
carried off the Scottish Cup to Edinburgh in the
jubilee year of 1887. And yet on Monday
night the Celtic were defeated by Glasgow
Rangers 3-1, and that in the final tie for the
Glasgow Exhibition Cup—a handsome trophy.

A NEW SCULLING CHAMPION.

What was once a noble sport in England
may receive a sort of ephemeral notoriety again
by the victory which George Towns has just
gained over Jacob Gaudaur for the sculling
championship of the world. The event was
decided last Saturday at a place with the not
very euphonious name of Rat Portage, which I
am given to understand is on the Lake of the
Woods, Manitoba. Whatever sheet of water
there is in this spot does not appear to me very
desirable for a world's championship in the fine
art of sculling, inasmuch as the three miles
course necessitated a turn round a buoy. At
this point Towns lost by six seconds, and even-
tually he won a well contested race by five
lengths in 20 minutes 30 seconds. Now, I do
hope that no one will claim this as a victory for
Old England, although Towns is the champion
of this country. As a matter of fact George
Towns is a New South Welshman, who has
been taken in hand by Tom Sullivan, who once
aspired to be champion sculler of the world,
but finding himself no match for such a
bravely giant as Jim Stanbury on the Para-
matta out in Australia he came to Eng-
land. But he was not good enough to beat
even little "Wag" Harding on the bosom
of old Father Thames—and then some thought
that this light lad was a world's champion and
pitted him against Stanbury. Fancy a youth
of 1'4 at the most in a row-boat against a man
just under 6ft. weighing 13st and 4½in. round
the chest. Poor "Wag" has never been heard
of since. But then Jake Gaudaur came to
England, and wrestled the title from Stanbury.
That was on Sept. 7th, 1896, and he took the
honour back with him to Upper Canada. If
you want to win the sculling championship
of the world you had to go to Canada for it.
In the "stable," so to speak, of Tom Sullivan,
a very worthy man who keeps a popular riverside
hotel at Hammersmith, was this George Towns,
who eventually became champion of England,
for we have no scullers now. Indeed, the
last race for the professional sculling hon-
ours of this country lay between two Colonials,
in Towns and Wray. The former has been
in the limelight this year, for he was one of the
three men who rowed in a boat from Oxford
to London last summer in record time. The
boat was specially built by the order of Mr.
Spencer Golman, the golfer and racehorse-owner,
and he himself, with Towns and Sullivan,
rowed in what's called a triple sculling boat
from the Polly Bridge to Putney (104
miles 3 furlongs) in 13 hours 56 minutes.
Naturally, all the three men were very much
exhausted at the finish, but they could comfort
themselves that they had accomplished a great
feat. Towns was a brave fellow to beat
Gaudaur at home, and tackle him on his own
water. But Sullivan went with him, and Towns
has prevailed, although he trained very light.
Of course, Gaudaur is now 45, but he stands
over 6ft., weighs 13 stone, and is wonderfully
well preserved for his age. Of course, defeat
comes to all champions, and nothing contributes
more to the downfall of popular favourites than
Anno Domini. Still, a man who will go to
America or Canada and beat a native on his own
water at his own game deserves all the reward he
can scoop. Towns is 32, and stands 5ft. 8½in.

THE OVAL WONDERWORKER.

Yes, He's done it! The facility with which
he handles cane made the wag suggest that
Abel had enjoyed plenty of practice since the
days of Adam. Well, Abel is not quite such
an ancient cricketer as that, but, as I said last
week, he will soon complete his 42nd year; and
now when he has concluded a long season for
Surrey he has beaten "Ranji's" record and
occupied the highest aggregate ever attained
in one season by any cricketer in the whole
world. That's something like a record, I trow.
When stumps and the match between Yorkshire
and the Rest of England were drawn at Has-
tings last Saturday, Abel's little lot had reached
3,224, whereas "Ranji's" great year of 1889

yielded 3,129. Wherefore Abel advances to the
head of the form with the Indian as second boy.
But before making 69 (not out) at Hastings,
Abel's next three innings after passing 3,000
were 2, 0, 5. How ignoble! Could any figures,
could pages of statistics, better prove the glorious
uncertainty of this glorious game. Long may
Abel flourish and hit the flying ball to the
boundary with wondrous speed. The little
man makes no flesh, and despite all the talk
about queer eyesight it may be taken that Abel
is a finer cricketer than ever he was. I re-
member William Gunn once telling me that he
considered a cricketer had thoroughly learned
his game at 35, and was in his prime. Well,
Abel, Gunn, Shawbury, Grace, and a few
others rather prove the truth of his assertion.

A HURDLING MATCH.

A footrace over hurdles is by no means a
common occurrence in these days, although I
have known two professional pedestrians decide
a match of this description. However, at the
autumn meeting of the Salford Harriers last
Saturday, there was a genuine battle between
two amateurs over hurdles. The distance was
440 yards on level terms, and the competitors,
Leslie Aubrey Burton, a young gentleman
from near Birkenhead, and Alfred Trafford,
of Birmingham. But a very short time ago
Trafford was the champion hurdler near of Eng-
land; though some sixteen months ago, I fancy,
a fluffy-haired, yellow-skinned, split-lath, who
masquerades as a human being under the name
of Alvin Krasenstein, knocked all the hope and
ambition out of him. Then this young Burton,
who looks like a handsome Yankee, came on the
scene, and the rivalry which ensued ended in
this match. Burton, as an engineer, could
not manage; the result being that Burton
always led and eventually won by three yards
in 58 and one-fifth seconds, as compared with
the record of 57 and four-fifths seconds put up
by Dr. Tim Donovan at Crews in June, 1896.
Considering the time of year and breeze the
performance of Burton is possibly better than
that of Donovan. Perhaps we have discovered
another really good hurdler.
London, 14th September.

PUBLIC COMPANIES

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS will be held at the OFFICES
of the Undersigned at 12 o'clock (NOON),
THIS DAY (THURSDAY), the 17th instant
THE TRANSFER BOOKS of the Company
will be CLOSED from the 3rd to the 17th
instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Canton Insurance Office, Limited.
Hongkong, 17th October, 1901. [2445]

WILLIAM POWELL LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE
STATUTORY GENERAL MEET-
ING of the above Company will be held at the
PREMISES of the Company, Queen's Road
Central, Hongkong, on SATURDAY, the
19th day of OCTOBER, 1901, at 12 o'clock
NOON.

By Order of the Board of Directors.
For WILLIAM POWELL LIMITED,
R. G. HICKFORD,
Manager.

Hongkong, 11th October, 1901. [2589]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$22 per Share for the
year 1900, equivalent to 46½ on the
Paid-up Capital of \$50 per Share, has been
declared.

Warrants will be issued on the 11th October.

By Order of the Board.

W. J. SAUNDERS,
Secretary.

Hongkong, 10th October, 1901. [2590]

THE PUNJON MINING COMPANY,
LIMITED.

CONSEQUENT upon the new and satis-
factory developments at the Mines, and
the necessity for a Tramway, Trucks and
Accessories in the immediate future, the
Directors have resolved to make the final
Call of One Dollar per share; and accordingly—
NOTICE IS HEREBY GIVEN THAT at a
MEETING of the Board of Directors of the
Company, held at the Company's Office, No.
13, Beaconsfield Arcade, Victoria, Hongkong,
on MONDAY, the 14th OCTOBER, 1901, the
following Resolution was passed—

That the final CALL of ONE DOLLAR
per SHARE upon all the Holders of
Ordinary Shares in the above Company
in respect of all the Shares held by them
in the above Company be and the same
is hereby made. Such Calls to be paid
to the Company at their Bankers, the
HONGKONG AND SHANGHAI BANKING
CORPORATION, at their Premises, Queen's
Road Central, Victoria, Hongkong, on
or before the 15th day of November, 1901.

And NOTICE IS ALSO GIVEN that in
accordance with Article 24 of the Company's
Articles of Association, Interest will be charged
as from the said 15th day of November, 1901,
at the rate of 810 per centum per annum upon
all Calls remaining unpaid after the said 15th
day of November, 1901, up to the actual dates
of payment of the same.

Shareholders are particularly requested to
note that upon presentation at the Office of
the Company of the Bankers' Receipt for
payment of the Call, together with the
Certificate of the Shares in respect of which
the Call has been paid, an endorsement to
that effect will be made upon the Certificate.

By Order of the Board of Directors.

W. H. GASKELL,
Secretary.

Hongkong, 15th October, 1901. [2623]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

W. PARLANE,
Manager.

Hongkong, 17th February, 1899. [68]

PIANOFORTE TUNING AND
REPAIRING.

M. E. A. BROWNE is prepared to
undertake the above at reasonable rates.
All Repairs done personally.

TUNING \$3.50.

Address—
Care of DRAGON CYCLE STORE,
D'Aguiar Street.

Hongkong, 4th September, 1901. [2250]

NOTICE.

THE Undersigned will not be RESPONSIB-
IBLE for any DEBTS contracted by his
wife PALMYRA AUGUSTA FERREIRA DA
SILVA, and every person is hereby prohibited
from giving her any Credit.
JOAO JOSE DAS DORES-BARROS.
Hongkong, 3rd October, 1901. [2502]

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.
Hongkong, 3rd October, 1900. [75]

THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.

THE above Company is prepared to supply
the shipping in Hongkong with FUEL
and FILTERED WATER both for deck and
boilers.

Call Flag W.

J. W. KEW,
Manager,
20, Des Voeux Road.
Hongkong, 18th December, 1900. [186]

JAPAN

COALS

THE MITSUI BUSSAN KAISHA

(OR MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
HONGKONG OFFICE—34, LIME STREET, E.C.
HONGKONG OFFICE—5, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Harbin,
Nagasaki, Kuchinoetsu, Saebio, Milke, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI"

A.B.C. and A I Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fukuro, Hokoku, Ichihara, Kanada, Kishima, Manaoara, Onoura,
Otsuji, Tohmyama, Tsubakura, Yoshinotani, Yoshio, Yunkibara, and other Coal Mines.
N. INUZUKA, Manager.

Hongkong, 1st August, 1901. [1331]

POT
"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT & BUTLER LTD. LONDON, ENGLAND. [2653-1]

SWEET CAPORAL
Cigarettes
Purest & Best.

Packed
in
10 7 Boxes, 207 Cigarettes 450
Round Tins.
FOR SALE EVERYWHERE
MANUFACTURED BY
THE AMERICAN TOBACCO CO.
U.S.A.

TRY
NAVY CUT
ATC
A GENTLEMAN'S
SMOKE
Supplied in Three Grades.
Mild Medium & Strong.
PACKED IN
AIR TIGHT VACUUM TINS
MANUFACTURED BY
THE AMERICAN TOBACCO CO. U.S.A.

VESSELS ON THE BERTH OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"LAERTES"	On 20th October.
GLASGOW and LIVERPOOL	"MACHAON"	On 23rd October.
GLASGOW and LIVERPOOL	"TRIMETHEUS"	On 28th October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 20th October.
LONDON	"NESTOR"	On 24th November.
LONDON	"MACHAON"	On 28th October.
LIVERPOOL DIRECT	"DARDANUS"	On 16th November.

(Taking Cargo at London Rates)

The S.S. "LAERTES" left Singapore on the 15th inst. a.m. and is due in Hongkong on the 20th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"PAKHAI"	On 20th October.
MANILA	"SUNGKIANG"	On 24th October.
MANILA	"CHANGSHA"	On 12th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 12th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th October, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM"

Captain Sellier, will be despatched for the above ports on or about SUNDAY, the 20th inst.

For Freight or Passage, apply to

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 14th October, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 21st October, 1901, at 1 p.m. the Company's Steamship, "LAOS", Captain Biquard, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLE via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Passengers until 3 p.m. on the 20th October. (Passes are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 9th October, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"AUSTRALIAN"

Captain Helms, will be despatched for the above ports on THURSDAY, the 24th inst., at 4 p.m.

This well-known Steamship is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage.

This Steamship is installed throughout with the Electric Light.

A Steamship and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th October, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND BUREAU CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA" On 26th October.

"KURDISTAN" On 5th November.

"LENNOX" On 20th November.

"RICHMOND CASTLE" End of November.

"ORONSAY" On 10th December.

"HILLGLEN" On 25th December.

"LOWTHER CASTLE" On 9th January.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 4th October, 1901.

FOR NEW YORK.

THE 3/3 L.I. American ship

"STATE OF MAINE"

Captain Colwell, will be ready to load on the 1st November for the above port and will leave quick despatch.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 21st September, 1901.

VESSELS ON THE BERTH U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA" SATURDAY, 19th October, at DAYLIGHT.

"DORIC" TUESDAY, 29th October, at NOON.

"PERU" TUESDAY, 12th November, at NOON.

"OPTIC" WEDNESDAY, 20th November, at NOON.

"CITY OF PEKING" SATURDAY, 7th December, at NOON.

"GAELIC" SATURDAY, 14th December, at NOON.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th October, at DAYLIGHT, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 8th October, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 20th October.

S.S. "KAWAHE" On 20th November.

S.S. "THYRA" On 18th December.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th October, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK.

THE full-powered Steamship

"CLAUDE DALE"

will be despatched for the above port on the 11th November.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 15th October, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line, prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA-STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND," FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence, and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th October, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM ROBE.

THE Company's Steamship

"TRIESTE"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon on the 21st October, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st October will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 14th October, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"NESTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 20th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 21st instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th October, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DARDANUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 16th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 20th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 21st instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th October, 1901.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant will be subject to rent.

No Fire Insurance has been effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW, Agents.

Hongkong, 14th October, 1901.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KIAUTSCHOU"

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 2 p.m. TO-DAY, the 15th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 22nd inst., at 9.30 a.m.

All claims must reach us before the 3rd November, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 15th October, 1901.

HONGKONG STEAMERS.

Apenrade, German str., 611, Lorenzon, Oct. 14.

Bakan Maru, Jap. str., 320, Kawamoto, Sept. 24, Japanese.

Benmahr, British str., 1,935, Wallace, Oct. 16.

Gibb Livingston & Co.

Bygdo, Norwegian str., 771, Carlsen, Oct. 9.

Sander, Wieler & Co.

Catharina Apear, British str., 1,730, Bolson, Oct. 10, D. Sassoon, Sons & Co.

Cebu, Amr. str., 518, Inohsagari, Sept. 29.

Brantao & Co.

Chas. Rogers, Brit. str., 1,292, Smith, Sept. 8, Japanese.

China, American str., 3,157, Seabury, Oct. 10.

P. M. S. S. Co.

Lovawongee, Hw. str., 1,057, Textor, Oct. 16.

Butterfield & Swire

Ellene, American str., 510, Altonaze, Sept. 3.

Brandao & Co.

Empress of China, Brit. str., 3,003, Archibald, Oct. 1, C. F. R. Co.

Glenshiel, Br. str., 2,208, McMillan, Oct. 13, McGregor, Sons & Gow.

